A NEW PORTRAIT OF BISMARCK. OUR CHANGELLOR; Sketches for a Historical Picture.
By MORITZ BUSCH. Translated by WILLIAM BEATTYKINGSTON. Two volumes in one. 8vo, pp. 710.
New-York: Charles Scribner's 8ons.

Dr. Busch's literary aspirations have outrun the Boswell phase. He began with table-talk and personal reminiscences and has ended with an ambitious attempt at historical portraiture. In these pages he essays to reveal the characteristic features of the German Chancellor. Although he ostentatiously disclaims any intention of doing more than to make a preliminary drawing or sketch, the title of the work shows the scope of his artistic present-ment. It is "Our Chancellor," whose likeness is mirrored in the successive chapters of this book, in situations where he is seen to the best advantage and in the strongest light. Dr. Busch owes his literary occupation to the fortuitous circumstance that he is one of the servile favorites whom the Chancellor chooses to tolerate and allows to prattle guilelessly of his political services to Germany, his personal characteristics and his ideas of government and-diplomacy. His books are interesting because the subject happens to be the greatest man who has arisen since the fall of Napoleon; but as critical estimates of the man and his work they cannot have anything more than a transitory value.

Such a character as Bismarck's requires historical perspective. Any judgment which may be formed by the present generation of his life and his work must be crude and imperfect. Fifty or a hundred years hence it may be possible to form an accurate estimate, but this cannot be done now. Then there may be a true sense of proportion so that his labors in behalf of German unity and his offences against progressive liberalism and the principles of representative government may be judged aright. At present the critical faculty is lacking. The mind is filled with vague and shadowy conceptions of the momentous part he has played in human history. He looms up in massive proportions the greatest historical figure of the Europe of to-day. Another generation must be depended upon to furnish a biography of the Chancellor which shall have permanent value. The sketches of the present time will then appear grotesque caricatures lacking in historical accuracy and crude in handling and treat-

There is much that is stale in these pages, many of the anecdotes and incidents having appeared in the earliest biographies of Bismarck. The volume is also voluminously padded with reviews of diplomatic and political situations, with outlines of from the Chancellor's speeches [and correspondence. So much material of this sort is re-worked that the pages are turned listlessly by well-informed readcrs, and even what is positively new loses its sense of freshness. The first volume deals in five chapters with his principles of statesmanship, his religious views, his political prejudices, his diplomatic indiscretions and his campaign against Austria. The second volume opens with the French campaign and his relations with Russia and Poland, and closes with defining his attitude toward the press and as orator, humorist and man. The translator has done his part of the work admirably, the German

tie observances or by partaking friely of the Means of Grace.

We may assume that all the external influences which brought about Burmarck's leaning toward Christian thought and action would have proved ineffectual, or at least would have failed to govern him for any length of time, if the pessimism of his manhood's earlier years had not clung to him throughout his later life, sometimes thrust down into the depths jof his soul, sometimes rising to his just or pen's point in loud complaint; still further, if Christianity had not appeared to him as the very basis of the State and a bulwark against the assaults of the revolutionary spirit of the age—in other words, a means of defence; and lastly, to speak theologically, had not the belief in a personal God and in the eternal life of man, once adopted by him, served bim as compass and guiding star for his actions, and as a source of strength and comfort in the heavy perplexities and struggles of his career as him, served and as a source of strength and comfort in the heavy perplexities and struggles of his career as

The closing chapters relating to the Chancellor's personal characteristics, while of absorbing interest to readers who are not conversant with the dozen biographies already written, contain few details that are positively new. The account given of his peculiarities as an orator and debater lacks definiteness, and the quotations from his speeches and the specimens of his humor in conversation and correspondence are disappointing. Dr. Busel's conception of humor is essentially German. Anything that is abrupt, coarse, blunt or unexpected passes current with him as Lumor. Bismarck's dispatch to Is an unusually bright number, containing a great variety of Manteuffel, who was about to cross the Elbe in 1866: "Treat them as fellow-countrymen; homicidally if necessary"; and his comment on the arrest of Deputy Jacoby, arrested as a French spy: "If Vogel had eaten him up, like a rhinoceros cutlet, I should have had no objection; but what was the use of shutting up an old dried-up Jew in prison ?" are illustrations of what is known as Bismarckian humor. Another sample of the same sort is afforded by the method adopted of enlightening the major-domo of Ferrières with respect to the virtues

of hospitality:

Baron Rothschild, the hundred-fold millionnaire
—who, moreover, had been Prussian Consul-General
in Paris up to the outbreak of the war—had instructed his major-domo to refuse us the wine we
needed, which would have been paid for kke other
provisions supplied to us. Summoned before the
Chancellor, this audacious felrow persisted in his
refusal. First of all he denied that there was a
drop of wine in the house; then he admitted that
he had "a couple of hundred bottles of thin claret
in the cellar" there were seventeen thousand, and
finally declared that he would not let us have any
of it. The Chancellor began by pointing out to hun in the cellar there were seventeen thousand, and finally declared that he would not let us have any of it. The Chancellor began by pointing out to him who rudely and shabbily his master acknowledged the honor conferred him by the King's condescension in using his house; then, as the stubborn major-domo seemed about to become insolent, he asked him curtly whether he knew what a strawhalter was. The man seemed to gness at his meaning, for he turned as white as chaik. He was then informed that a straw-halter was a thing with which stiff-necked and impertinent major-domos were bound in such sort that, when laid upon the ground, their faces were not uppermost—he might imagine the rest. Next day we had all we wanted, nor had we subsequently any reason to complain; on the contrary, a daily improvement became manifest in the behavior of the previously recalcitrant major-domo. He even supplied our table with champagne, Practical humor had effected his complete conversion.

A more striking anecdote relates to a mysterious

A more striking anecdote relates to a mysterious arrangement in the building added to Varzin

The Chancellor had just been showing me his new study, and we passed into his adjoining bed-room, just opposite which a few steps lead down into a bath-room on the right hand in the dimly lighted corridor. Close to the bath-room door is another, hidden in the wall, and opening upon a dark winding staizcase. "The castle dungeon!" I inquired.

"My sally-port," replied the Prince. "By these stairs I steal off quietly and unobserved, and get safe into the park by an underground passage when undesirable visitors come in sight. In the park I have a nook of refuge, where my people let me know when the coast is clear. We call the arrangement Senfit-Pilsach, because his garrulity is so wearisome." How far the secret passage went on subterraneously, or where it returned to the upper air, I never learnt; and if I knew I would not tell, for to do so would be to frustrate its purpose. Let my partial revelation serve as a warning to those who may still feel themselves alluded to by the Chancellor's term "undesirable." It no longer applies to Herr von Senfit-Pilsach, who has departed this iffe, and is now probably a peculiarly hallowed member of the Old-Conservative party in the heavenly Parliament, whom "indiscreet books" can no longer vex or annoy.

vex or annoy. The Chancellor's private life is described with a sympathetic touch. His love of home, his domestic happiness, his affectionate letters to his wife and his fondness for horses and dogs, hard riding, shooting and out-door life are illustrated. His talent fo learning languages, his predilection for history, geography and political economy among the sciences, and his love of music, are in turn considered. In literature Goethe and Shakespeare are his favorite authors. His fondness for the theatre he has outgrown, and he courts retirement and privacy not only at Varzin but in Berlin. In youth he was a famous whist-player, and once had twenty rubbers running, remaining seven hours at the cardtable. In games of chance he no longer engages, although as late as 1865 he took part in a game of quinze, but exclusively for a political purpose and

with a diplomatic arrière-pensée:

"It was," so he told us in Versailles, "when I concluded the Treaty of Gastein with Blome. Although I had given up play long ago, I played so rashly upon that occasion that all the others were lost in astonishment. But I knew well enough what I wanted. Blome had been told that quinze afterded the best possible opportunity for judging men's characters and wished to try the experiment. So I lost, a couple of hundred thalers, which I might have claimed from the Government, as expended in His Majesty's service. But I led Blome astray; he deemed me rash and venturesome, and gave way."

The author's redections upon the Chancellor's with a diplomatic arrière-pensée:

The author's reflections upon the Chancellor's political and diplomatic career are neither critical nor philosophical. Whatever is Bismarckian in principle or method, in Dr. Busch's estimation is inevitably right. In his first chapter he accepts with becoming doublity the Chancellor's ideas of constitutional government and parliamentary institutions. In a subsequent chapter a vehement protest is entered against the well-worn criticism that the Chanceflor is the champion of Prussian Junkerdom. The author contends that Bismarck is the incorporate ideal of the Prussian officer and official, and Parliamentary denates and extended quotations that what is spoken of as militarism is in reality that Prussian discipline by virtue of which all the forces in the State, all the members of the governmental organism in its various branches, work together with one common object of subordination to the interests of the Fatherland. The Chancellor's diplomatic methods are skilfully analyzed and the confession is frankly made that he has not founded a school in statecraft and has failed to educate a successor. The Austrian and French diplomatic campaigns are rehearsed in detail, and the relations of Germany with the leading European Powers are State Socialism and delineating his characteristics | carried to the present year and cautiously discussed. The following passage reveals the deep prejudice against republican France which Dr. Busch shares

as orator, humorist and man. The translator has done his part of the work admirably, the German idlom being reproduced with smoothness and flexibility and yet with unabated vigor. If the book is on the whole disappointing, it is not perhaps the author's fault, for he has sought to make it an intelligible portrayal of a character of most absorbing interest, but the inevitable result of a premature attempt to anticipate the judgment of future biographers, who will study the Chancellor's consistence on the state of the waste of the book deserves to be read, if for no other reason, as an elaborate study of the Chancellor's career made with his knowledge and sanction. The present generation will not be apt to get more discriminating treatment of this subject.

Bismarck's religions convictions are considered at great length in one of the earlier chapters. The following passage contains the clearest and most intelligible account of this subject.

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Imprints, it may be confidently assumed that Bismarck's religions equivalently assumed that Bismarck's religions equivalently assumed that the many passage contains the clearest and most intelligible account of this said of the waste of the passage through a ration of the

schemes of legislation for the benefit of the working classes are clearly outlined. The following passage

The insurance of workmen against losses through illness is the first story of the edifice which the Chanceltor proposes to erect upon the terrain of social policy. Insurance against the consequences of accidents is the second. That the third—insurance against destitution in old age—will be speedily added to these two is condition. The chief obstacle to this measure lies in the difficulty of setting limits to it. . . However this may be, the Chancellor is full of confident hope. "The State must take the matter into its own hands," he remarked to me on the 26th of June, 1881, "not as alms-giving, but as the right that men have to be taken care of when, with the best will imaginable, they become unfit for work. Why should the regular soldier, disabiled by war, or the official, have a right to be peasioned in his old age, and not the soldier of labor? This thing will make its own way; it has a future. When I die possibly our policy will come to grief. But State Socialism will have its day; and he who shall take it up again will assuredly be the man at the wheel."

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The annual examination of the classes will be it on MON-DA's, May 19 of 10 a month datas for admission to any of the filter examination of the datas for admission to any of the streaming real real for the filter examination of the filter examination of

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Sheriff's Office, Lancaster, Penn., May 17, 1884.

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NOTICE.
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Droposals.

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No. 27 STATE ST.
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SEALED PROPOSALS will be received a this office until 12 o'clock on the 7th day of June, 188 for supplying such quantities of fresh beef and vegetable fresh bread and bakin's bread, as may be required at the Navyari and station at New-York during the itseal year endir June 30, 1855.

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Hereivet of the Pfandler Process Fermentation Co.

The above sale is adjourned until the 10th day of April 1884, at the same hour and place. FRANK W. HAWLEY, Receiver. The above sale is adjourned until the 19th day of April 1884, at the same hour and place, FRANK W. HAWLEY, Receiver, The above sale is adjourned until the 26th day of April, 884, at the same bour and place. FRANK W. HAWLEY, Receiver.

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Company's plor (aew), No. 42 North River, foot of Morton-st,
NOISMAN DIE, transpoil Wednesslay, May 21, 2 p. m.
LABRADOR, Coller Wednesslay, May 28, 5 a. m.
ST, LAURNY, do Jansselle, Wednesslay, June 4, 2 p. m.
Checks payable at sight, in amounts to sult, on the Banque. LOUIS DE BEBIAN, agent, No. 6 Bowling Green

LOUIS DE BEBIAN, agent, No. 6 Bowling Green

CUION LINE.

UNITED STATES MAIL STEAMERS
FOR QUEEKSTOWN AND LIVERPOOL

Leaving For SS. N. B. foot of King st.

WYOMING.

OREGON.

Saturday, May 24, 4:50 p. in

ALASKA.

Saturday, May 24, 4:50 p. in

ALASKA.

Saturday, June 7, 4 p. in

NEVADA.

Tuesday, June 7, 4 p. in

NEVADA.

Tuesday, June 7, 4 p. in

NEVADA.

Tuesday, June 7, 1 l. in, in

The These steamers are built of iron, with water-tight compartments, and are furnished with every requisite to make the passage across the Atlantic both safe and agreeable, having hath-room, shoking room, drawing-room, plane and library, also expectences surgeon, stewardess and caterer on each steamer. The state-rooms are all upper deck, thus instring those greatest of all invaries at ea, perfect ventilation and light.

Cabin passage (according to state-room), 850, \$50 and \$100.

tion and light.
Cabin passage (according to state-roots), \$60, \$80 and \$100; intermediate, \$10. Sterrage at low rates.
OFFICE, No. 29 BROADWAY. GUION & CO. OFFICE, No. 29 BROADWAY. GUION & CO.

INMAN LINE OF STEAMERS.

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF MONTREAL. Hunsday. May 22, 2p. m.

CITY OF THE ALSO. Sarneday. May 31, 10 a., in

CITY OF THE ALSO. Sarneday. May 31, 10 a., in

CABIN PASSAGE, \$500, 550 and \$100. Intermediate, \$40.

STIEERAGE, from New York, 5131 prebain, 521.

For passage, &c., apply to the INMAN STEAMSHIP CO.

(hmited, washington minding, I Broadway, N. Y.

Philadelphia Office, No. 103 South 4th-st.

The Brunswick Self-Levelling Beyla, affording perfect rest

at sight is in use exclusively on this line.

THE NEWLY FITTED AND FAST Steamship E. (4) YP 1. Captain Sumner, Sails for Liverpool, W.E.D.N.E.DAY, MAY 28. Sailon, 360 to 280.

THE NEW AND FAST AMERICA, Cuptain Grace,

Sails for Liverpoot, WEDNESDAY, JUNE 11,
Saison, 500 to \$100.

Choice fooms and superb accommodations.
Apply to F. W. J. HURST,
Washington modding, Battery Place, New York.

Washington molding, Battery Place, New-York.

CPECIAL NOTICE.—Commencing Tuesday,
b) May 6, the Oesian Steamship Company will dispatch one
of the following steamers for Savannah every Tuesday, Thursday and Satursiay at 3 p. in.
CPTY OF AUGUSTA.—Captain Nickerson
TALLAHASSES.—Captain Fisher
CHATTAHOOCHEE—Captain Daggett
NACOGCHEE.—Captain Daggett
Through bills of lading issued for all points in Georgia,
Florida and Alabama.
For freight or passage apply to
11, YO.3 GE, Agent,
New Pier 35, N. R., foot Spring-st.

or W. H. Rhett, 317 Broadway.

Ocean Steamers

A NCHOR LINE.—U. S. MAIL STEAMERS.
GLASGOW via LONDONDERRY.
Anchoria. May 24, 5 a, m. Furnessia. June 14, 9 a. m.
Circussia. May 31, 10 a. m. Bollvia. June 21, 3 p. m.
Circussia. May 31, 10 a. m. Bollvia. June 21, 3 p. m.
Sieerage—Outward, \$1.3; prepaid, \$21,
LIVERPOOL AND QUEENSTOWN SERVICE.
From Pier 41 North River. foot of Letoy at.
AUSTRAL. sails May 31, June 28, July 26,
CITY OF HOME. sails June 14, July 12, Aug 9.
Superb accommodations for all classes of passengers.
Cabin passage \$60 to \$100 according to accommedations.
Second Cabin and Steerage as above.
For passage, Cabin Plans, Book of Rates, &c., apply to
HENDERSON BROTHERS, 7 Bowling Green.

BOPDEAUX LINE.

New and direct line to the South of France
NEW.YORK AND BORDEAUX DIRECT.

From "Prentice's Stores" (mear Wall-st. Ferry), Brooklyn.
Travellers for France, Spain and Italy, Pyrences, Pan.
Nice, &c., will save time and expense by taking this line.
First Cab., (mcluding wine), \$50 to \$100. Second Cabin, \$55.
Steerage, \$25. For passage apply to
F LE BOULANGER, 46 Beaver-st. F LE BOULANGER, 46 Beaver-81.

HAMBURG-AMERICAN PACKET COMPANY'S Semt-weekly Mail SS Line for PLYMOUTH
(Lendon) Cherbourg, (Paris) and HAMBURG.
HAMMONIA May 21 LESSING. May 29
PUBLA MAY 31 BOHEMIA May 31
Ratex First Caddin, 865, 870 and 880, according to location,
Steerage, \$20 Bound trib at reduced rates Steerage from
Europe, 818, Send for Tourist Gazette.
KUNHARDT & CO., Gen. Agia., No. 61 Broad-st., N. Y.
C. B. RICHARD & CO., Gen. Pass. Agia., 61 B'way, N. Y.

NORTH GERMAN LLOYD SS. CO.

SHORT ROUTE TO LONDON.

NEW-YORK SOUTHAMPTON AND BREMEN.

FULDA. Wed. May 21 | DONAU Sat. May 31 MAIN. Sat. May 42 | ELUE. Sat. June 4 |

E | DE | Wed. May 28 | HE | N. Sat. June 4 |

E | DE | Wed. May 28 | RHEIN Stat. Stat. June 4 |

E | DE | Wed. May 28 | RHEIN Stat. Stat. June 4 |

E | DE | Wed. May 28 | RHEIN STATE Callin \$100 to \$150 | RECORD CALLED STATE CALL

OBLRICHS & CO., No. 2 nowling Green.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINES FOR CALIFORNIA, SANDWICH ISLANDS,
JAPAN, CHINA, NEW ZEALAND, AUSTRALIA, CEN
TRAL and SOUTH AMERICA and MEXICO.
From New York, pier foot Canalist., N. R.
For San Frannaco via the Isthmus of Fanama.
CITY OF PAL Satts useday May 21, noon.
Connecting for Central and South America and Moxico.
From San Francisco, 1st and Brannan sts
For Japan and China
O. & S. R. OCFAN C sails Tuesday May 27, noon.
Excursion tickets between San Francisco and Yokohama at
special rates.
For HONOLULU, NEW ZEALAND and AUSTRALIA.
AS SHEAL A sails Friday, June 6,
on arrival of London mains at San Francisco,
For freight, pasways and general information, apply at com
pany's office on the pier, foot Canalists, N. R.
H. J. BULLAY, Superintendent.

DED STAR LINE.—For Antwerp and Paris,

H. J. BULLAY, Superimentalist.

PED STAR LINE.—For Antwerp and Paris.

Sathing from New-York and Antwerp every Saturday.

Saturday, May 34, 0.00 p. m.

No O(D)LAND.—Saturday, May 34, 0.00 p. m.

Saloons, saterooms, smoking and bathrooms ambidships.

Saloon, so to sho; excursion. \$110 to \$160; Second Cabin.

Salo for outward, prepaid; exentation. \$90; steerage, outward.

\$20; propoid from Antwern. \$18; exentation. \$50; including bedding, etc.

PETER WHIGHT & SONS.

General Agents, 55 Broadway.

WHITE STAR LINE.—MAURY ROUTE. FIRM THE WHITE STAR DOCK, FOOT OF WEST
RATES.—Saloon, \$60, \$50 and \$100. Return tickets on
favorable terms. Steerage at low rates. Informediate (Adriair only, \$40.

For inspection of plans and other information apply at the atic only, \$40.

For inspection of plans and other information apply at the company's offices, No. 57 Broadway, New-York, R. J. CORTIS, Agent.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE, A LBANT BOATS, PEOTRES INC.

Leave Pier 41, N. R., foot of Cannisst, every week day at 8
p. III.
N. B. – Tickets sold and baggage checked to all stations on
New-York Central R. R.; and also tickets of the N. Y. C. and
H. R. R. good for passage and stateroom betth.

— TROY BOATS, CITIZENS' LINE.

4. Steamers CITY OF TROY and SARATOGA leave Pier
44 North River, foot Christopher-st, daily except Saturday,
at 6 p. m., connecting with morning trains for the North and
West, Sunday's steamer touches at Albany.

FOR BOSTON.

Best rouge to Newyort, Fall fliver, and all eastern points.

Best rouge to Newyort, Fall fliver, and all eastern points.

Dally service, SUNDAYS INCLUSED, from Pley 28, N. R., at 5 p. m. Steamers PILGRIM and PROVIDENCE. Connection by ANNEX BOAT from Brookly 1DENCE. Connection by ANNEX BOAT from Brookly 450, Jercey City at 4 p. m. Tickets and staterooms may be secured in New-York at all the brincipal hotels, transfer and ticket offices, at the office on Pier 28, and on steamers.

BORDEN & LOVELIA, GEORGE L. CONNOR, Agents. Gen't. Pass. Agent.

EHIGH VALLEY RAILROAD.—Passenger

EHIGH VALLEY KAHROAD.—Prisseriger

1.1 trains leave depot foot of Cortiandt and Desbrosses ats.
ats.10 a.m., 5::0 and 7 p. m. for Easton, Ecthlehem. Allentown, Reading, Mauch Chunk, Wilkesbarre, Towarda, Waverly, Itinees, Geneva, Lyons, Ruffalo and the West, Pullman through ceaches run daily. Local trains at 7 a.m. and 5::0
p. m. for Easton, Bethlehem and Coolay.
Trains leaving at 8:10 a.m. l. and 3::40 p. m. connect for all points in Mahanoy and Harleton coal regions. Sunday train local for Mauch Chunk 8:10 a.m. Leave Mauch Chunk at 4 p. m.
Gelevil Eastern Office, corner of Church and Cortlandt ats.
E. B. BYINGTON, G. P. A. RE-OPENING PROVIDENCE LINE,

MONDAY, MAY 5, PROVIDENCE DIRECT. ALL NORTHERN NEW ENGLAND POINTS. SHODE ISLAND and MASSACHUSETTS, Leave Pier 20, N. R., at 5 p. m. daily, except Sundays.

F. W. POPPLE, General Passenger Agent, N, Y,

PHILADELPHIA AND READING NEW-JERSEY CENTRAL DIVISION, FOOT OF LIBERTY-ST, NORTH RIVER.

Direct connection to and from Brooklyn, via Annex Boats,

from Brooklyn Bridge Pier. TIME TABLE-TAKING EFFECT MAY 11, 1884. For PHILADELPHIA and TRENTON, "Bound Brook Boute," at 7:45, 9:30, 11:15 c. m., 139, 4:90, 4:30, 5:30, 7:00, 12:00 p. m. SUNDAYS at 8:45 a. m., 5:30, 12:00 p. m. Direct connection at Wayne Junction for Germantown and Chestnut Hill; at Columbia-ave. for Manayank, Consho-hocken and Norristown. hocken and Notristown.

DIAWING ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

Returning leave PHILADELPHIA, Ninth and Green sts., 7.30, 830, 930, 1100 a.m., 115, 845, 846, 646, 645, 12:00 p.m. SUNDAY, 830 a.m., 580, 12:00 p.m. Triff and Berks-sts., st 5:10, 820, 0:00 10:30 a.m., 1:00, 3:30, 5:20, 6:30 p.m. SUNDAY, 8:15 a.m., 4:30 p.m. p. m. SUNDAY, S. 6 E. M., 4.30 p. m. Leave TRENTON, Warren and Tucker-at-a, at 1-25, 6:20, 8:03, 9:00, 10:08, 11:30 a. m., 1:54, 4:22, 6:24, 7:25 p. m. SUN-DAYS, 1:25, 9:18 a. m., 6:15 p. m. Per WILLIAMSPORT, SUNBURY, LEWISBURG, and MAHANOY CITY at 7:45, 9:00 a. m., 5:45, 4:00 p.m. For HEADING and HARRISBURG at 7:45, 9:00 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 5:45 12:00 p. m. Sundays at 5:30 p. m. For SCRANTON at 7:15, 9:00 a. m., 3:45 p. m.

For WILKESBARRE and PITTSTON at 7:15, 0:00 a. m., 1:00, 1:30, 5:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:15 a. m., 5:45 p. m. For TAMAQUA at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00. For BETHLEHEM, ALUENTOWN and MAUCH CHUNK gt 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at For EASTON at 7:15, 7:45, 9:00 g. m., 1:00, 1:30, 3:45, 4:00, 6:30, 5:30 p. m. Sunmys, 5:30 p. m. For STATIONS ON HIGH BRIDGE BRANCH at 9:00 p. m. 4:0, 4:30 p. m. a, m, 4:00, 4:39 p. m. For PLEMINGTON at 7:15, 9:00 a m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m. 5:00, 5:30 p. m. Sundays, 1:30 p. m.

For SOMERVILLE at 6:00, 7:15, 7:45:20:00, 10:30, 11:15 a.m.
1:00, 1:30, 5:50, 3:45, 4:00, 4:80, 6:00, 5:30, 5:45, 6:00, 7:00,
S:20, 1:0:30 p. m. Sundays at 8:00 a.m., 1:30, 5:35, 9:20 p. m.
For PLAINFIELD at 6:00, 7:15, 7:44, 9:40, 8:30, 5:00, 3:15, 5:30, 6:00,
1:30, 1:30, 2:30, 3:30, 3:45, 4:00, 4:30, 5:00, 3:15, 5:30, 6:05,
6:20, 6:20, 7:00, 8:00, 6:20, 10:30, 12:00 p. m. SUNDAYS at
8:00, 8:45 a.m., 1:30, 4:20, 5:30, 9:00, 12:30 p. m. 8:00, 8:45a, m., 1:30, 4:00, 6:30, 9:00, 1:3:00 p. m.

For ELIZABETH at 6:00 6:15, 6:45,7:15,7:45,8:00,8:30,9:00

6:30, 10:50,10:30,11:15,11:30 a.m.,12:15,12:45, 1:00,1:30, 2:04

2:20, 3:40, 3:30, 3:45, 4:90, 4:15, 4:30, 4:45, 5:40, 6:15, 6:30, 6:45, 6:30, 7:30, 8:00, 8:45, 9:30, 10:30, 11:30, 12:00 p.m. SUNDAYS at 8:00, 8:45 a.m., 1:30, 4:00, 1:30, 6:30, 9:00, 12:00 p.m.

For NEWARK at 5:00, 5:45, 6:15, 6:45, 7:15, 7:30, 8:00, 8:25, 8:30, 9:00, 9:15, 6:45, 1:15, 1:15, 2:10, 2:20, 2:20, 3:30, 4:00, 4:30, 5:20, 8:15, 6:30, 6:15, 6:30, 6:15, 6:30, 7:00, 7:30, 8:15, 6:30, 9:35, 1:30, 5:30, 5:30, 1:15, 1:30, p.m. SUNDAYS at 8:00, 9:35, 1:30, 5:30, 5:45, 6:30, 6:15, 6:30, 8: For LONG BRANCH, OCEAN GROVE, &c., (Alt rail) at 8.15 s m, 1.30, 4.00, 6.00 p m. SUNDAYS (except Ocean Grove) at 10.45 am.

FOR VINELAND and BRIDGETON at 1:30 p. NEW-JERSEY SOUTHERN DIVISION.

From Pier Na. S. North River, via Samiv Hook. For SEABRIGHT, LONG BBANCH, etc., at 9:45 a. m., 4:45 p. m. Sundaya, 9:00 am. Tickets can be precured at foot Liberty-st., Pier No. S. North River 21, 102, 207, 207, 2081, 271, 421, 721, 844, 1,317, and 1,328 Broadway, 737 and 748 (the arc.); I Rivington at.; 10 Groonwich at.; 10 Groonwich at.; 10 Froodlyn at No. 4 Contrast, 118 Broadway, 838 Fution at.; 219 Manhattan arc., 17 Be Kalbave, 1849 Atlantica re. In Holocker, 254 Washington at., N. Y. Transfer Company will call for and check baggage from hotels or residence to destination.

I. E. WOOTPEN, C. G. HANCOCK, General Manager, B. P. BALDWIN, G. E. P. Agt., 113 Liberty-st., N. Y.

WEST SHORE ROUTE.

NEW-YORK, WEST SHORE & BUFFALO RAILWAY Trains leave Desbrosses, Cortlandt and foot of West 42d star For Chicago, Suspension Bridge, Niagara Falls and Buffalo, S.p. m. For Newark, Rochester, Syracuse and Onelda, 9:30 a.m.; *8 p. m. Assar, Bochester, Syracuse and Oscias, 0.50 k. m.; 5 p. m. Utica, Little Falls, Fort Plain, Canajoharie, Port Jackson Amsterdam, 0.80, 11:20 a. m.; 4 p. m. 41:30, *8 p. m. Albany and Catskill. *8, 9:30, 11:20 a. m.; 4:30, *8 p. m. Newburg, Kingston, Highland, Poughkeepsie, *8, 9:30, 11:21 a. m.; 3:40, 4:30, *8 p. m. Highland, Poughkeepsie, *8, 9:30, 11:21 a. m.; 3:40, 4:30, *8 p. m. *

**Padly, Other trains daily except Sunday.*

Buffet Parlor Cars on 0:30 and 11:20 a. m. and 4:30 p. m. trains for Albany.

Parlor Buffet Cars on 9:30 a. m. train for Syracuse and Rochester.

Parlor Buriet Cars on 0:30 a. m. train or 37 heads to the technical to the state of the constant of the constant of the constant change.

Tickets and time tables at stations and at offices of the company, Jersey City, Pennsylvania Radroad Station, Brooklya No. 4 Courtest. Annex office, foot of Fulton-st., c38 Fulton st., and No. 7 DeKalbave; New-York City, Nos. 102, 207, 201, 363, 419, 946, 1,323 Broadway, No. 5 Union Square, No. 737 oth-ave, No. 168 East 125th-st., Penusylvania RR. Station, foot Desbroses-st., foot Cortlandtst, and West shore Station, foot Desbrose-st., foot Cortlandtst, and West shore Station, foot West 42d-st.

HENRY MONETT, Gen. Pass Agent.

Steamboats and Railroads :

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST,
Via Philadelphia, Baltimore and Washington.

Trains leave from Fennsylvania R. R. Depot:
3p. m., except Sunday, for Washington and all points West,
7p. m. DAILY FAST EXPRESS. through aleepingcoaches to Chicago, Cincinnati, St. Louis. Connects for all
points West,
12, MIDNIGHT, daily for Washington and all points West,
For Time-Tables, Tickets, Sleeping, Berths and Baggage
apply at Company's office. 21, 315, 851 and 1,140 Broadway;
4 Court-st., Brooklyn; Pennsylvania Railroad.

FOR BOSTON. FARE ONLY \$3.

via STONINGTON LINE.
FAVORITE INSIDE ROUTE.
Steamers leave daily (except Sunday) from Pier 33, N. R. Jay-st., at 5 p. m. F. W. POPPLE, Gen'l Pass. Agt. 177 West-st. FOR NEW-HAVEN.—Steamers leave Peck Stip at 3 p. m. and 11 p. m. (Sundays excepted) 11 p. m. steamer arrives in time for early trains North and East.

FOR BRIDGEPORT and all points on HOU-SATONIC and NAUGATUCK RAIL ROADS—Steamers, leave Catherine Slip at 11 a. m., 3 p. m., 23d-at., East River, 3:10 p. m. Fare lower than by any other route. FOR RONDOUT AND KINGSTON,
Landing at Cranstons (West Point, Cornwall, Newburgh, Mariboro, Milton, Poughkeepsie and Escopus.
Connecting with Ulater and Delaware and Stony Clove R. R.
Steambonts JAMES W. BALDWIN and CATSKILL leaved daily at 4 p. m., Fier foot of Marrison-et., N. R.

MARY POWELL" will commence running for the acasen on Saturday. May 24th, leaving Ventry Street Pier daily (Sundaya excepted) at 3:15, and West 72d at. at 3:30 p. m., making the usual landings. NORWICH LINE. Inside Winter Route.

To BOSTON \$3. WORCESTER, \$2 50. NASRUA, \$3 65, PORTLAND, \$6, and no transfer. Steamers CITY OF WORCESTER

cave Pier No. 40 North River, foot of Watta-at, next ples above Desbrosses-at. Forry, daily, except Sundays, at 5 p, m, NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

(Pennsylvanta RR., toot Cortland's stand Desbroaces. 44.

LEAVE NEW-YORK, commending Morouber 18, 1833.

For South Amboy, via Phila. & Reading R. R., 845, 11.00 a.m., 1:30, 4.5, 6.p. m. Sundays, 10:45 a.m. via. Penn. R. R., 9:00 a.m., 12 m. 3:19, 6.p. m. Sundays, 10:45 a.m. via. Penn. R. R., 9.m., 12 m. 5 p. m. Sundays, 10:45 a.m., 1:30, 4:90, 4:30, 5:90, 6.p. m. Sundays, 10:45 a.m., via. Penn. R. R., 9.s. m., 12 m. 5 p. m. Sundays, 10:45 a.m., via. Penn. R. R., 9.s. m., 12 m. 5 p. m. Sundays, 10:45 a.m., via. Penn. R. R., 9.s. m., 12 m. 5 p. m. Sundays, 10:45 a.m., via. Penn. R. R., 9.s. m., 12 m. 5 p. m. Sundays, 10:45 a.m., via. Penn. Penn. R. R., 9.s. m., 12 m. 5 p. m. Sundays (and stopping at Ocean Grove or Asbury Park; 10:45 a.m., via. Penn. Per R., 9.s. m., 12 m. 510, 5 p. m. Sundays (not stopping at Ocean Grove or Asbury Park; 10:45 a.m., 5 p. m. For Freehold, via Philadelphia and Reading R.R., 8:15, 11 a.m., 1:30, 4:90, 5 p. m. For Keyport, via Philadelphia and Reading R.R., 8:15, 11 a.m., 1:30, 4:90, 5 p. m. For Keyport, via Philadelphia and Reading R.R., 8:15, 11 a.m., 1:39, 4:39, 5:90 6 p. m. For Laakewood, Toms River, and Barnegat at 8:15 a.m. 1:30, 4:30 p. m. For Vineland, Bridgeton, Adantic City, &c., 1:30 p. m. C. G. HANCOCK, J. R. WOOD, H. H. NIEMAN. G. P. C. T. A., P. R. R. R. G. P. A. P. R. A. C. Supt. MEW-YORK CENTRAL AND HUDSON G. P. & T. A. P. & R. RR. G. P. A. P. Rii. Acceptupe.

NEW-YORK CENTRAL AND HUDSON

RIVER RAILROAD.—Commencing Nov. 18, 1888, through trains will leave Grand Central Depot.

8. a. n., Western New-York and Northern Express, with drawing-room cars.

8.40 a. m., Fast Limited Chicago Express, with dining cars, stopping at Albany, Utica, Syracuse, Rochester, Burfalo, Ericy Cleveland and Toledo, arriving at Chicago Dill a. m. next day.

10.30 a. m., Chicago Express, drawing-room cars to Canandairus, Rochester and Burfalo; connects for Oswego.

11 a. m., Western New-York and Northern Express, with drawing-room cars.

daigus, Rochester and Buffalo; connects for Oswege.

11 a.m., Western New-York and Northern Express, with
drawing-room cars.
2:30 p.m., Albany, Troy and Utica Express, drawing-room cars.
4: p.m., Accountedation to Albany and Troy.
6: p.m., St. Louis. Express, with sleeping cars for Niagara
Falls, Buffalo, Cincinnati (except Saturday), Toledo, Detrois
and St. Louis.
6:30 p.m., Express, with sleeping cars for Rochester,
Buffalo, Cleveland, Toledo, Detroit, Chicago, St. Louis, Oswego; also Lowville (except Saturday).
11 p.m., Night Express, with sleeping cars for Rochester,
Buffalo, Cleveland, Toledo, Detroit, Chicago, St. Louis, Oswego; also Lowville (except Saturday).
11 p.m., Night Express, with sleeping cars to Albany and
Troy. Connects with the morning trains for the West and
North except Saturday high).
11 check on sale at Grand Central Depot, No. 5: Bowling
Green, 252 and 425 Broadway, and at Westeott's Express
Offices, 3 Parkepiace, and 735 and 942 Broadway, New-York,
and 233 Washington and 30 Fulton sta, Brooklyn, and 79
Fourth-st., Williamsburg.
Accommodations in drawing-room and sleeping cars can be
procursed at any of the ticket offices in New-York City, and ab

POPULAR SHORE LINE .- For Providence, POPULAR SHOKE LINE,—For a popular to the popular popul

PENNSYLVANIA RAILROAD. Trains leave New York via Despresses and Cortlandt Street
Fercies as follows:
Harrisburg, Pittsburg, the West and South, with Pullman,
Palace Cars attached, S.a. m. 6 and S.p. m. daily. New York
and Chicago Limited, of Parlor, Dining, Simoking and Sleeping Cars, at S.a. m. every day.;
Wildsamsport, Lock Haven, S.a. m. S.p. m. Corry and Eric at
S.p. m. connecting at Corry for Titusville, Petroleum Centre
and the Oil Regions and the South. "Limited Washington,
Express" of Pullman Parlor Cars daily except Sonday, 10
a. m., arrive Washington and the South. "Limited Washington,
Express" of Pullman Parlor Cars daily except Sonday, 10
a. m., arrive Washington & 50 p. m. Hegular, via B. and P.
R.R. at 6:50 and 6:30 a.m. 52 m. and 12 night. Sunday, via B.
and O. R. R., 1 and 7 p. m. and 12 night, via B. and O. B.
R. 7 p. m. and 12 night.
For Affantic City except Sunday, with through car, 1 p. m.

and P. R. 7, p. m. and 12 hight.

For Affantic City except Sanday, with through car, 1 p. m.

For Affantic City except Sanday, 1:10 a.m.

Lorg Rahmay and Amboy 9 a.m., 12 noon, 3:10, 5 p. m. On

Lorg Rahmay and Amboy 9 a.m., 12 noon, 3:10, 5 p. m. On

Sunday, p a.m. and 5 p. m. do not stop at abouty Park.)

Bosts of "Brooklyn Annex" connect with all through trains at

Levey City, affirding a speedy and direct transfer for

Erosklynthave.

Trains arraye—From Pittaburg, 6:10 and 11:20 a.m., 7:30 and

10:20 p. m. daily, and 7 a.m. daily except Monday. From

Weatherston and Rathinger, 8:50 and 8:50 z.m., 8:40, 8:50.

Trains arrive—From Pittaburg, 6:10 and 11:20 a.m., 7:30 and 10:20 p.m. daily, and 7 a.m. daily except Monday. From Waabington and Haltimore, 6:30 and 6:30 z.m., 3:40, 3:50, 6:30, 9:30, 10:05 and 10:35 p.m. Sinday, 6:35, 6:30 a.m., 10:05 and 10:35 p.m. From Baltimore, 10:30 p.m., on Sudays, 9:20 p.m. From Philadelphia, 3:50, 6:10, 6:30 TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE.

20 TRAINS EACH WAY WEEK-DAYS AND 9 OM SUNDAY; 3 STATIONS IN PHILADEL-PHIA; 2 IN NEW-YORK DOUBLE TRACK, THE MOST IMPROVED EQUIP MENT, AND THE PASTEST TIME CONSIST. ENT WITH ABSOLUTE SAFETY.

11:10 a. m., 1, 2, 4, 5 and 7 p. m., connect at Trebton for Camden.
Returning trains leave Broad.st. Station, Philadelphia, 12:01, 3:15, 3:20, 4, 4:25, except Monday, 6:50, 7:30, 8:20, 8:20, 8:25, 8:25, 6:50, 7:30, 8:20, 8:25, 8:25, 8:30, a. m. dender Express 1:25 and 6:20 p. m., 1, 8:45, 6, 6:30, 7:07, 7:45 and 8 p. m. On Sunday 1:201, 3:15, 8:20, 4, 4:25, 8:30 a. m. 4, 0:20 Limited, 6:30, 7:40, 7:45 and 8 p. m. Leave Philadelphia via Camden, 8:30 a. m. daily except Sunday,
Ticket offices, 4:35, 6:40, and 9:44 Broadway, 1 Astor House, and foot of Desbrosses and Cortinait Streets, 4 Court-st, and Hooklyn Annex Station, foot of Pulton-st, Brooklyn: Bush's Hotel, Hoboken; Station, Jersey City Emigrant Ticket Office No. 8 Battery Place and Castic Garden.
The New-York Transfer Company will call for and cheef baggage from hotels and residences.
CHARLES & PUUH.
General Managor.

General Pass'r Agent.

CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.
Office Pier 18, N. R., foot of Cortlandt-at. Consignments of freight forwarded as directed to any part UNEQUALLED FACILITIES FOR DISPATCH Orders received for delivery of all kinds of freight and med chandles to any part of the city. SEA AND HARBOR TOWING AND RIVER AND HAR

BOR LIGHTERAGE.

Preight of every description promptly lightered to any point in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHAR TER FOR EXCURSIONS.
Steamer JOHN H. STARIN for NEW-HAVEN, leaves Pict 18, N. R., foot of Cortlandt-st., at 2 p. m. daily. [SUNDAYS

excepted.]
Freight for points on D. L. & W. R. R. received at Pier 130 For New-Haven and points East, at Pier 18.

NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., foot of White hall-at. CENTRAL SHIPYARD, Communipaw, N. J .- Dry Do Machine and Boiler Shops. Everything appertaining to the

construction and repair of vessela

THE ERIE RAILWAY, better known us the NEW-YORK, LAKE ERIE AND WESTERN RAIL-RAILWAY, better known us the NEW-YORK, LAKE ERIE AND WESTERN RAIL-RAILWAY, better known us the NEW-YORK, LAKE ERIE AND WESTERN RAIL-RAILWAY, DAY EXPRESS, drawing room coaches to Binrhamton, Emira and Emira. Sleeping coaches to Binrhamton, Emira and Emira. Sleeping coaches to Binrham Sleeping Coaches to Binrham Sleeping Coaches to Binrham Alleman, Detroit S25 p in; Salamanoa 7:05 a m; Cleveland 1:40 p m; Cincinnati, S25 p in; Salamanoa 7:05 a m; Cleveland 1:40 p m; Cincinnati, S25 p in; Salamanoa 7:05 a m; Cleveland 1:40 p m; Cincinnati, S25 p in; Salamanoa 7:05 a m; Cleveland 1:40 p m; cincinnati, S25 p in; Salamanoa 5:05 a m; Cleveland 1:40 p m; p; Dally)-Pacific Express for the West. A Stolit Train of Pinliman Day and Sleeping Coaches to Binghauton, Elmira, Buttalo, Niasara Falls, Cinctinnati and Chicago. Hotel and Butlet Stocking Coaches to Chicago.

Bunno, Nissara Falls, Cincinnati and Chicago. Hotel and Buffet banking Coaches to Chicago.

8.15 p.m.—Emistrant train for the West.

Butherfore and Passac 54.5 (207.50 9.30 10.20 a m 12 mean 14.5 3.250 4.40 5.10 5.30 6.10 6.00 7.30 10.50 p.m. 12 midnight.

Paterson 54.5 7.20 7.50 9.80 10.20 a m 12.000 14.5 3.250 4.40 5.5 (20.20 a m 14.5 0.30 9.10 12 midnight.

Paterson 54.5 7.20 7.50 9.80 10.20 a m 12.000 14.5 3.250 4.40 5.10 5.00 6.00 10.60 7.30 8.15 10.30 pm and 12 midnight. Sandays 5.45 8.20 16.20 a m 14.5 6.30 8.0 pm 12 midnight. Sandays 5.45 8.20 16.20 a m 14.5 6.30 8.0 pm 12 midnight. Sandays 5.45 8.20 16.20 a m 14.5 3.30 5.30 6.30 8.10 8.15 pm and 12 midnight. Sandays 5.45 8.30 10.20 a m 14.5 6.30 8 pm and 12 midnight. Sandays 5.45 8.30 10.20 a m 14.5 6.30 8 pm and 12 midnight. Sandays 5.45 8.30 10.20 a m 14.5 6.30 8 pm and 12 midnight. 2 midnight. Spindays 5:45 8:30 to 20 a m 2.20 2 midnight. Warwisk 7:50 a m 4:30 p m. Newburg and Cornwall 7:50 9 a m 8:30 4:30 6 p m. Sunday

and Kingston and Montgomery 9 a m 4:30 pm. th and Kingston and Montgomery 1.

30 a m, 1545 7.50 9 10:20 a m 3.30 3.50 4.30 8 8:15 p m. Sun830 10:20 a m 6:30 8 p m. 30 4:30 8 8:15 p m. Sunday 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m.

40:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m.

40:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m.

40:40 8 p a m train stops at Mains 4 only.

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40:40 8 p a m train stops at Mains 4 only. Fort Jervis 7:50 9 10:20 am 4:30 6 8 8:10 pm. Sunday 8:30 10:20 am 4:50 9 pm. Houst leave 2:50-st quarter of and quarter after each hour from 5:45 am to 10:45 pm overy thirty minutes; and from 10:45 pm to 12:45 am every hour.
Tickets for passage and apartments in Drawing-toom and Sleeping coaches can be obtained, and orders for the checking and transfer of baggage may be left at the Company's olices, Nos. 261, 401 or 357 Broadway, 187 West-at., N. N., No. 2 Court-at., Brooklyn or at the Company's Depots.
Express trains from the West arrive in Now-York at 7:10 11:25 am and 10:20 pm.
JOHN N. ABBOTT, Gen'l Pass'r Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY. Trains leave for Englewood, Closter, Piermont and Nyack 7 8-30 10 am 1 3:20 4 4:50 5:40 6:40 8:30 p m 12 mid-night. Sundays 7 9 am and 7:15 p m. Namet, Spring Valley and Monsey 7:10 10 am 4:50 p m Sundays 7 a m. ABBOTT, Gen'l Pane'r Agent. New-York.